

# monink

The Newsletter of Monnett Experimental Aircraft, Inc.

SEPTEMBER/OCTOBER 1984

Dear Friends,

Thank you! Thank you! For your wonderful support and enthusiasm during the Fly-In. I have to talk about Oshkosh '84 one more time to begin this issue of *Monink*. It was a whirlwind of excitement for all of us at MEA. Even though this is the third year we have been on Wittman Field during the Show, we still don't have every wrinkle ironed out in running everything: Booth, Flight Line, Shuttle, Building Hanger Showroom and Parts Dept. But overall this was a VERY GOOD YEAR! We must extend our thanks to our loyal staff who worked so hard. We did not hire any extra help this year so they worked many hours, long days, and some nights. Thank you to friends and family who put in a lot of labor and love to help.

Thank you to all you builders who brought your airplanes to the bit "O". We had an excellent turnout as you can see from the following list:

#### **Moni**

Larry Garrett - Tuttle, OK  
Bill Gustafson - Bloomington, MN  
Jim Lewis - Granda Hills, CA  
Walt Warning - Oshkosh, WI

#### **Monerai**

John Caldwell - Genoa, IL  
Ray Konrath - Westchester, IL  
John Watkins - Worcester, MA

#### **Sonerai**

Bob Brown - Crystal Lake, IL  
Glenn Eisenbrandt - Ft. Atkinson, WI  
Rod Johannsen - Rolfe, IA  
Blackie Malzahn - Antigo, WI  
Jim Pichiotino - Glen Ellyn, IL  
Bryon Poppenhagen - Larimore, ND  
David Schatz - McFarland, WI and  
Jim Wendal - Hoffman Estates, IL  
Paul Sebern - Hanover Park, IL  
Greg Shonk - Maryville, MO  
Bruce Stainbrook - Salina, KS  
Ed Sterba - McHenry, IL  
Frank Stewart - Indianapolis, IN

As in the past, we will be giving everyone a momento for their homebuilt being here at the Fly-In. The lazered plaques were very well liked last year so we decided to give the same thing again. I should be receiving them any day and we'll send them out soon! (If your name is not on this list and you were here with your plane, please let us know.) You builders are our best salesmen - as I have said many times before - guess it can't be said enough! Thanks for bringing your plane (and putting up with some hassle in the case of Moni & Monerai owners) and taking time to talk with admirers and potential homebuilders!!

#### **EAA Air Academy**

The Moni on stage was the EAA Air Academy project. This was a nice highlight for us during the Convention this year. John donated a Moni Kit and KFM donated the engine for the first Academy run by EAA. The youth who took part and their parents were most appreciative and certainly felt the three week venture was a memorable experience. Visitors to the museum saw them working on the Moni in the shop. I hope to have some photos of the students and their project in the next issue.

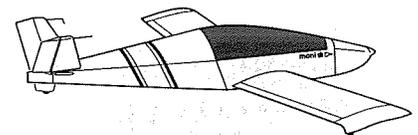
#### **No Medical Required**

We have had several questions regarding Pilot Classification for flying Moni and Monerai. Good News! The latest word is that both airplanes may be legally flown as Motorized Gliders with a glider rating and no medical. To insure this legality, the plane must be registered in the category of glider or motor glider on the Certificate of Registration.

#### **Tentative Workshop Date Set - December 1st**

We have had many inquiries about our Builder's Workshops so John has decided to try one again yet this year. We are setting up a General Builder's Workshop for Saturday, December 1st. If enough people are interested in attending, it will be a GO! So please send a note soon or call if you would like to attend. Plans include a general homebuilder's workshop this time with emphasis on all our designs. It will cover basic metalworking, fiberglass repair, fabric techniques, welding, tools & skills required to build Sonerai, Monerai, & Moni. If we get enough response, we will be mailing out a flyer sometime in October with more information and the final details.

# moni



#### **Moni Service Bulletin**

Moni Service Bulletin No. 3 was issued on August 22, 1984. It required Moni Builders to check the length of the propeller bolts to insure that the nuts have not bottomed on the bolt threads causing over stress on the bolts and loose propellers. This is something that should be check-

ed on all airplane props. Wood propeller thickness will vary with humidity and torquing so that washer shims or shorter bolts may eventually be required to maintain proper clamp up on the propeller. All bolted assemblies should not be taken for granted and proper length must be checked in assembly. This is ultimately the responsibility of the assembler/builder. If you are a Moni builder and have not received your service bulletin, please contact us right away with your correct address.

**107 Maxi Engine**

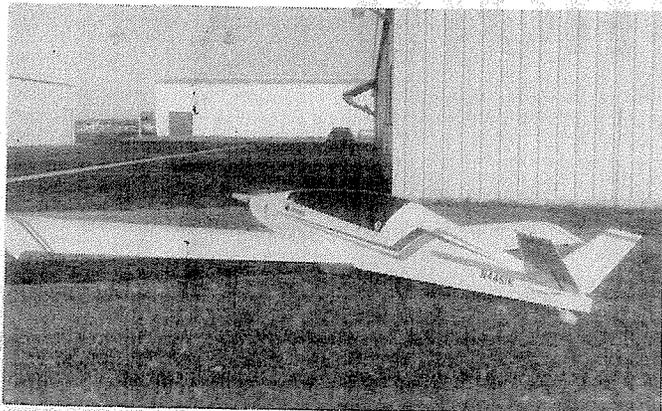
The KFM 107 Maxi Engine is now going to be standard on all new Moni kits. This engine has approximately 30 hp, a larger bore, and a float type carburetor. A few Moni builders have asked about retrofitting this engine. It is possible but it will not be cheap! Among the changes required are the new cowling, prop extension, prop, spinner, and hardware. We did not feel that the added horsepower was necessary. However, since the engine is destined to be the standard for KFM, the switch was inevitable. Incidentally, we received a Maxi Engine only a few days before the Fly-In and installed it in one of our prototypes. The decision to switch to this engine was made only after evaluation of the engine and the changes that would be necessary. Fortunately the strong U.S. dollar has made it possible to maintain the costs at the same retail prices. A retrofit kit has not yet been worked out. I should also mention that we regret we are unable to take exchange engines or engine components.

**New Six Gallon Tank**

We are developing a new six gallon tank for the Moni which can replace the standard four gallon tank and will be optional in the kits. This will be a nice addition for those of you who want over three hours of endurance. Instead of a mailbox, the tank now looks more like a suitcase! It fits in the same position as the standard tank but extends aft somewhat. With this new tank, John feels he has extended the tank to the maximum pilot "bladder" limit! It will be available soon, can be ordered now, price is \$100.00!

**First Flights**

**Hubert Kollmann #194**  
346 - 38th Ave. North  
St. Cloud, MN 56301



First flight was November 11, 1983

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**Robert Marek #84**  
Rt. 2  
Cadott, WI  
First flight was August 11, 1984

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**Stuart Carter #151**  
5737 Three Mile Drive  
Detroit, MI 48224  
First flight was June 9, 1984. Stuart had 22 hours in July.

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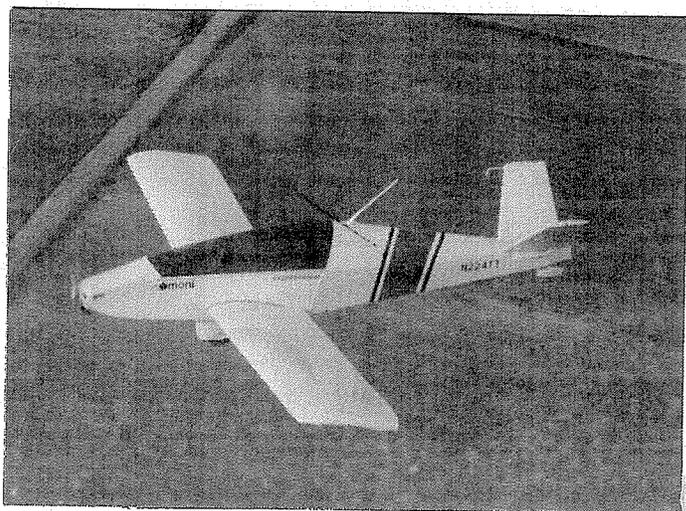
**Ed Woyonowski #119**  
640 S. Terrace Dr.  
Grand Junction, CO 81503



Ed first flew in July as a standard gear seen here. He is now converting his Moni to a Tri-Gear.

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**Sam Bradshaw #224**  
P. O. Box 1300  
Dyersburg, TN 38024

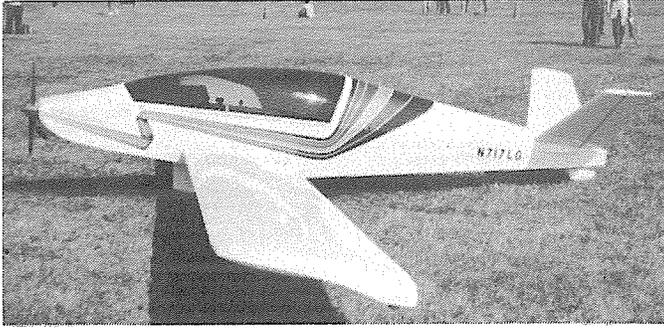


First flight was June 4, 1984. Sam writes, "I have approximately five hours in the plane. It flies fine and I look forward to many fun hours in it."

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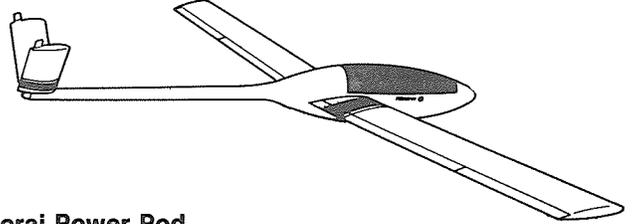
## News from Builders

Larry Garrett #112  
Rt. 3, Box 242  
Tuttle, OK 73089



Larry bought this airplane from Myron Marsh whose first flight was May 1983. The photo shows #112 at a Fly-In but due to black and white you will miss the beautiful rain-bow paint job Larry put on it! Maybe you were lucky enough to see it at Oshkosh!

# monerai



### Monerai Power Pod

The Konig Power Pod is now for sale! Price is \$2,450.00 for the complete unit. Orders are now being taken with delivery in late September. We are now working on the installation drawings and finalizing the kits. The new 2.3 gallon tank is completed giving a full power duration of a little over an hour. At last, we are happy to offer our Monerai Builders this complete Power Pod option!!

### Springfield "Flyabout"

Received a note from Jim McCulloch about the Monerai Fly-In in Springfield, VT. He also sent us a video of the weekend to show here in our hanger/showroom. Thanks, Jim!! He writes: "...the weather was rotten but the gathering of supporters was great! We had 9 Monerai on the field as you'll see in the video tape I've sent you of the event... There were 28 people at the Saturday night banquet. Bruce Shannon got the "Duration" and "Altitude Gained" trophies. (1 hr. 45 min., 600', so you can see what kind of flying we were cursed with). John Watkins got the "Best Workmanship" trophy (his second); John Cardwell got "Greatest Distance Traveled" or the "Machismo" award coming from Genoa, IL. Gordie Coleman of Ontario, Canada, a Monerai builder who brought his restored 2-22 down, got the "Spot Landing" trophy..."

## First Flights

Bob Burchard #249

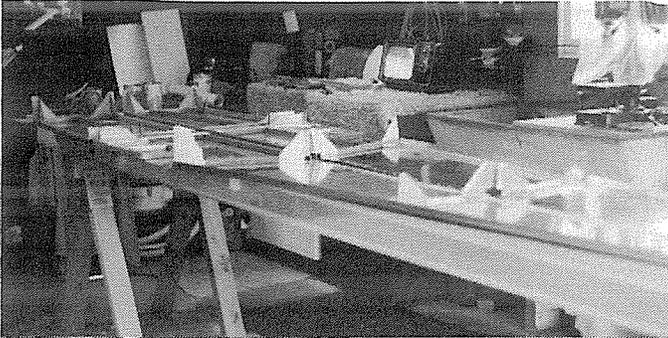
86 High St.

Medfield, MA 02052

At the time of Bob's call he had 4 flights, 10 hours total time. His longest flight was 4 hrs. 45 minutes.

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Robert A. Nugent #267  
4694 Winona Ave.  
San Diego, CA 92108



Bob writes: "...As you can see this is a typical Aircraft Factory complete with washer, dryer, stereo, and TV (Padres game was on as photo was taken). Presently working on main spar and fittings. Werner Friemelt #164 has been quite helpful..."

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R. L. Doebler #277  
66 Dapplegray Road  
Canoga Park, CA 91307

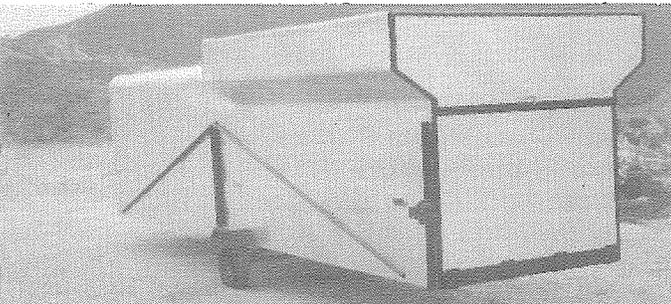


Photo shows Moni trigear enclosed trailer. He will now begin construction of his kit!

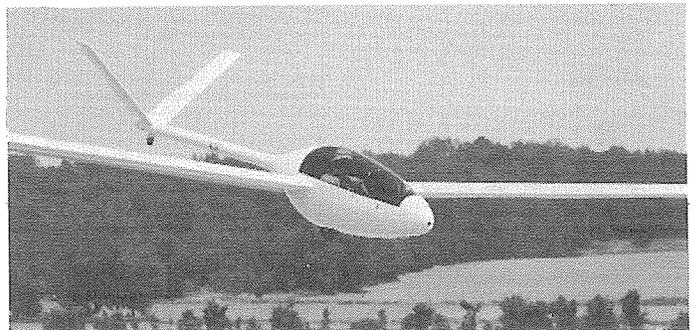
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Leland Trew #325

Rt. 1, Box 418

Greenville, KY 42345



On July 30, Leland had 6 hours total flight time. This photo is of the first flight on June 2 - mentioned in last *Monink*.

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## News from Builders

Joe Scalet #339  
1600 East 153rd  
Olathe, KS 66062

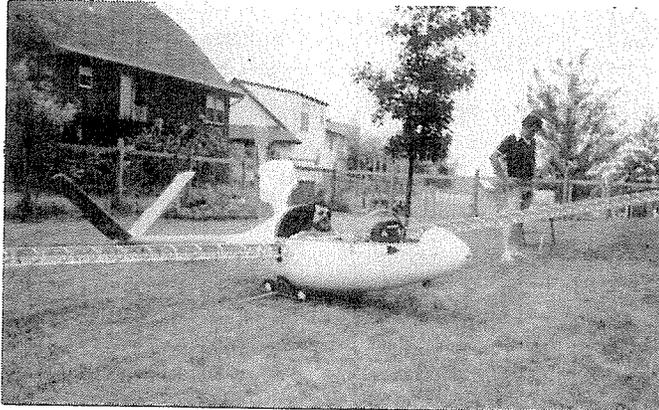


Photo shows Joe's progress. Another "hanger" flyer!

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Jim Fryett/Joe Somfay #167  
122a St. Andrew Street West  
Fergus, Ontario  
Canada N1M 1N5

Jim wrote the following: "Enclosed please find a copy of the May/June 1984 article which appeared in *Free Flight* magazine which describes our early experiences with Monerai #167. Recently, we have been flying following the addition of wing fences and tape to the flaps. With the benefit of good weather this past Sunday I managed a one hour flight which was enjoyable to say the least. The Monerai seems well suited to operation from our grass strips and busy club environment with no special consideration required for this elegant bird amongst a fleet of 16 Schweizer gliders."

3 years ago, when I initially decided that constructing a home-built glider would be a worthwhile pursuit, I began investigating the various kits available. One of the kits which appeared most attractive was the Monerai. The manufacturer's published information indicated quick and easy construction, low cost, good aesthetics and flying characteristics. Suspicious that these claims might be somewhat optimistic I continued to investigate further. A flight test published in *SOARING* and a builders report in *free flight* began to dampen my enthusiasm. It became apparent that the craft was less than easy to fly having a tendency to be very pitch sensitive, poor brakes, lack of glide path control and so on. Builders reports indicated that plans were sometimes difficult to follow especially for an inexperienced builder such as myself. As a result, I postponed any thought of building a glider until a more suitable kit could be found.

Early in the fall of 1982, I decided to visit the Homebuilders Workshop in Elmira NY, which coincided with the completion of the SSA Design Competition. In addition to some very sophisticated examples of the homebuilders art, two samples of the Monerai were present at the workshop constructed by Virgil Pagen and Jim McCulloch. (Jim is now editor of the Northeast Monerai Newsletter for builders and pilots.) After closely examining both Monerai's and discussing the construction and flying process with Virgil and other builders present, it became apparent that my earlier concerns were ill-founded. Both

aircraft were extremely well constructed and cleanly finished as a result of good detailing in the design and, of course, good workmanship. While the builders agreed that for the most part the plans were well-drawn, some uncertainties were apparent during the construction. Questions were usually resolved immediately through a phone call to the factory, which always provided a quick response where additional information or parts were required, or through the company newsletter. Also, modifications had been incorporated in the design in response to some of the earlier criticisms of its flying characteristics. These included: extension of the tail surface area to increase rudder authority, addition of tabs on the tail to decrease pitch sensitivity, and the performance-improving wing tip extensions.

Armed with this new information my business partner and I decided to take advantage of an unstarted Monerai kit (#167) which was in the country and for sale. We purchased the kit on September 17, 1982 and took delivery a month later. During that time the drawings and manual were studied in detail, parts checked, and in a small corner of my basement (ten feet by twelve feet) I set up a work area in which to construct the steel tube fuselage frame and the controls. Large assemblies, such as the wings were made after hours in the work shop of a local university. Work on the kit began in earnest in November and continued until late January '83 when professional commitments took over until late

spring at which time work resumed on the Monerai. Although we did not record the actual building time, we have since established that 900 to 1000 hours were spent on the kit. The plans were extremely well conceived and supported by the manual and subsequent newsletters published by Monnett and later by the Northeast Monerai Newsletter. Some ingenuity was required along the way, making the kit challenging and interesting but at no point were the tasks insurmountable. Despite a lack of welding experience I was soon fitting and tacking the airframe and controls together. Once ready, the final welding was completed by a neighbour in just 12 hours (this portion of the kit can be obtained from the factory and would no doubt reduce the construction time substantially). The rest of the kit was constructed of aluminum with the fuselage pod of fibreglass.

During the construction of the kit, two inspections were required by the Department of Transportation: at the completion of the basic structure prior to closing in, and at final completion. Despite the initial anxiety about this aspect of the process, the experience turned out to be very helpful, and beneficial to the overall safety of the aircraft and our own peace of mind.

Work proceeded sluggishly through the summer as most of our spare time was spent flying. When August arrived, all of the sub-assemblies were complete with only the final assembly now required. The rule that the last 10% of the work takes 90% of the time seemed to be proved during this last stage of construction. Many an afternoon was spent labouring on final assembly while the cu's drifted overhead. Nevertheless, we prevailed and exactly one year after purchase, Serial #167, now registered as C-GOLL was assembled on the field ready for final inspection and that all-important first flight. The inspection now completed, we only had to wait for a break in the weather...

1 week later, weather suitable for a test flight finally arrived. As our own experience was limited to 1-26's and 1-23's with little flying during the past month, we enlisted the help of Seth Schlier for the first flight. After careful preparation and briefing of both Seth and the tow pilot, C-GOLL was hooked up to the recommended 400 foot tow rope. Given the all-out, both tow plane and C-GOLL were soon mere specks in the sky. The first tow was planned for 5000 feet to allow for a long glide back to earth. With a sink rate of 2.8 ft/sec this should have yielded a thirty minute flight, however with the benefit of early morning thermals, Seth managed to stay aloft for just under an hour. Needless to say, we were exhilarated. Following some minor adjustments to the stick throw, a second test flight was performed by Seth before my turn came. Nervousness soon gave way to concentration the moment the canopy was latched into place. The take-off roll began and very quickly, due to the light weight and low drag of the Monerai, I was airborne. There was no tendency of the glider to respond to P/O's, and the climb-out was very smooth and short. After release, I soon settled down getting

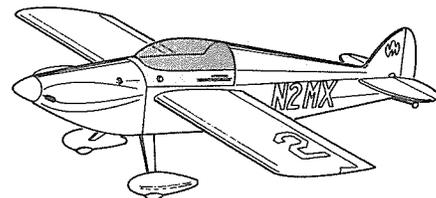
the feel of the new ship. Pitch control was very easily achieved. Roll rate seemed much slower than the 1-26, however the wing fences had not yet been installed. Very little pressure was required on the rudder pedals, in fact yaw control seemed the most difficult because of the very small "fin" profile and lack of back pressure. After climbing in weak thermals for a short time I was soon down to circuit height and began the downwind leg. Landing was the greatest concern to me as I had only very little flap experience (in the Blanik) and had always relied on spoilers or side-slipping for glide path control. The Monerai has two thirds of its span in flaps, (which travel from approximately -10 to +90 degrees), no spoilers, and has been reported to be ineffective in the sidestep. Turning onto base, 45 degree flap was pulled on giving a sink rate similar to a 1-26 with 50% spoilers. Now on final with a landing spot picked, 90 degree flap was gradually pulled on producing a very steep but remarkably comfortable and controlled approach right onto the chosen spot. Flaring out, the plane gently touched down, at which point the flaps were eased off eliminating any desire of the plane to spring back into the air. A short roll-out and the flight was over and I was elated. Coincidentally it was my birthday, and this first flight was a wonderful present.

Subsequent flights during the now waning gliding season took place during less-than-ideal weather conditions. Two flights occurred with 90 degree crosswinds of 10 to 15 mph. Again, the Monerai had a reported reputation to groundloop in crosswinds, however I found no difficulty maintaining control of the aircraft both during takeoff and landing. I was soon flying with a standard length tow rope and on one flight found myself being hauled up by the tow plane at 75 mph indicated and the vario pegged at 1000. This was a very short and dramatic tow after the previous ones which occurred at the usual 55 mph.

With the new season coming, we are about to complete some minor tasks including painting the wings, installing wing fences and adding foam strips to the inside of the wing skins as recommended by Monnett. This last modification is in response to the occasionally loud and continuously annoying oil-canning of the wings which particularly occurs in turbulence (i.e. thermals). Beyond that, I am thoroughly satisfied with the Monerai both as a product of our own efforts and as a flying machine. All of my earlier apprehensions have dissolved away through experience and the support of both Monerai newsletters and the factory staff during construction. The plane is ruggedly designed and very practical to handle on the ground. Daily inspections are straightforward with little or no maintenance required on a daily basis. Transitioning to the Monerai is no more difficult than with any other aircraft; while the performance, though not yet measured, appears to be significantly better than our club's 1-23.

In summary, I can highly recommend the Monerai sailplane as a fine kit plane and personal glider, and would certainly not hesitate to undertake a similar project again. □

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**sonerai**



### Sonerai II Gross Weight Clarification

With a modified wing or a "B" wing, all Sonerai are approved for the Standard Category at 1150 lbs. gross weight. Operations at this weight however should be limited to those Sonerai equipped with a 2180 cc engine and a climb prop (less pitch - 54" dia.) Sonerai with unmodified wings (not upgraded or modified per Sonerai Open Letter of Nov. 10th, 1983) must still operate within the maximum 925 lb. gross weight. (All Sonerai plans sold after Nov. 1983 automatically included the B wing.)

**Sonerai II Aileron Counterweight**

Some of you may have seen the new system used on the Stretched Sonerai. This new system is available as a Retrofit Kit for those who are interested. Basically, the counterweight is slightly inboard of the wing tip and the wing tip is not split.

**Sonerai Prewelded Fuselages**

We still have a 10% OFF sale on the two remaining prewelded fuselages we have in stock!! These are S II standard fuselages with the modified front seat. They could be either standard gear or tricycle gear and either round or square tail. Hurry now for this special price before we retool to make stretched fuselages!!

**First Flights**

Greg Shonk #944 II L  
621 S. Vine  
Maryville, MO 64468

Greg has been flying for some time - has 300-350 hours now. Somehow we never listed his first flight in July, 1982!!

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Jerold Yoder #689 II  
1000 Forty Foot Road  
Lansdale, PA 19446

Arthur Yoder flew the first flight on July 7, 1984. Jerold is on his way to China for a year of teaching there.

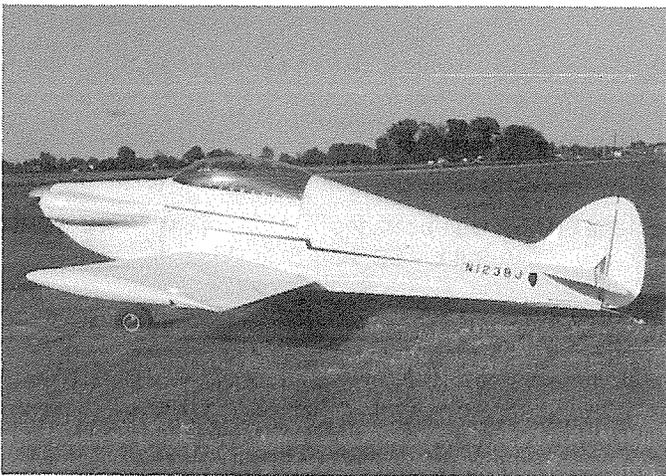
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Frans Desmet #919 II L  
Meivuurstraat 18/2  
B-2410 Herentals  
Belgium

First flight was in June, 1984.

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Jim Whitkanack  
Box 98  
Westfield, IL 62474



First flight was in July, 1984.

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Mike Collins  
Box 241  
Montrose, SD 57048  
First flight was July 18, 1984.

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**News from Builders**

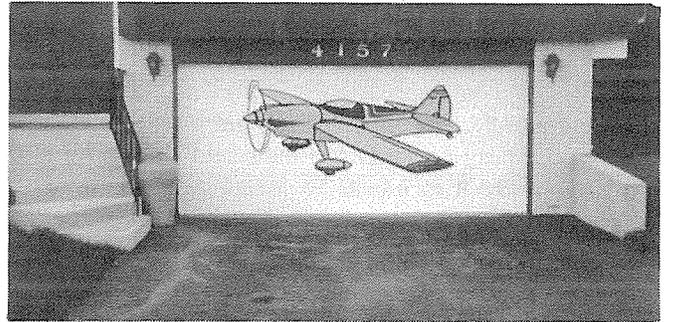
Kelvin DeVries #1570 II  
5351 Mick S. E.  
Kentwood, MI 49508



Kel writes: "Progress on the fuselage began in February 1984. Wings to be completed soon. Am enjoying construction. Model is my beautiful wife, Deb."

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Rick Dalzell  
4157 W. Prairie  
Alsip, IL 60658



Not every neighborhood has one of these!!

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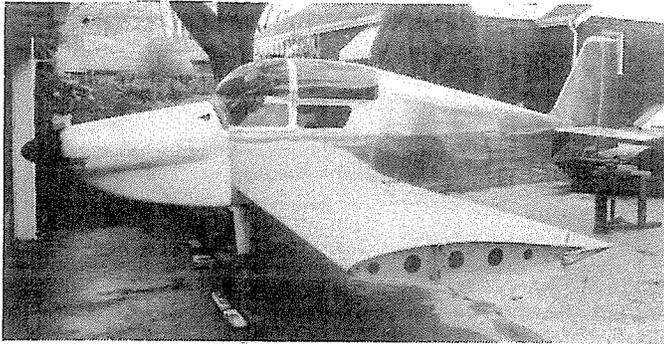
Bob Keenan #1160 II L  
702 N E Trilein Dr.  
Ankeny, IA 50021



Getting pretty close!

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Steve Wilkes #719 II L  
 143 N. Battin  
 Wichita, KS 67208



A "little" modification here!!

Now to get this approval, you will have to have the required equipment. In order to fly your airplane between local sunset and sunrise the aircraft must have lighted position lights (F.A.R. 91.73).

According to F.A.R. 91.33 to conduct VFR night flight, the required equipment is:

1. Standard VFR equipment
2. Approved position lights
3. Approved aviation red or white anti-collision light system
4. Adequate source of electrical energy
5. Spare set of fuses, though not more than three of each kind is required

Notice that landing lights or instrument panel lighting is not required, but certainly would be beneficial. About here the difference between part 91.73 and 91.33 should be pointed out, the main difference being that 91.33 is for **night** flying. Night means "the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *American Air Almanac*, converted to local time, "or approximately one hour after sunset and one hour before sunrise."

From all this we know that position lights are required for any flying after sunset, and that the other equipment is not required until an hour after sunset. So if all you have is position lights, you can still fly for an hour after sunset, or before sunrise.

Notice that the required equipment listed in 91.33 calls for **approved** position lights and anti-collision lights. If you install the standard Whelen or Grimes units, this presents no problem as these are already approved. If you build your own strobe or position lights, you must have these approved and approved means approved by the administrator. (That again!) They may or may not require your homebuilt lights to meet the same specifications as production units. If you would like more information on lighting and installation, you can refer to Advisory Circular 43.13-2A, Advisory Circular 20-30B, and Advisory Circular 20-74. These may be available from your local FAA office, or they can send you information on ordering them.

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**Editor's Note:** I had so much News from Builders information and so many photos that I had to hold some until next issue (an editor's dream). Thanks!

Due to lack of space in *Monink*, we have permanently discontinued our For Sale column in each airplane section. There are many aviation magazines to advertize your items in. Also the local EAA Chapter will often have a newsletter and would be a good source to check on.

## Novak's Knowledge

### Homebuilts and Night Flying

At the EAA fly-in this year, quite a few builders noticed the position and landing lights on our stretch Sonerai.

Consequently, alot of questions were asked concerning the possibility of equipping their own aircraft for night flying. Normally it is easier to install a standard set of Whelen or Grimes position lights. The tip lights come with their own brackets and are just screwed or riveted to your wing tip. The tail light will most likely require some modification of your rudder trailing edge. For landing lights you could install the standard G.E. 4509 lamp or an automotive type. For anti-collision lights, there is a considerable variety of sizes and styles of beams or strobes to choose from. As for making your own lights, we'll touch on that later.

First off, your homebuilt aircraft is not automatically approved for night flight, even though you may have the required lighting. F.A.R. 91.42 (d) (2) states "each person operating an aircraft that has an experimental certificate shall operate under VFR day only, unless otherwise specifically authorized by the administrator."

Now before you think about writing a letter to Washington, D.C. to get approval, note that "administrator means the Federal Aviation Administrator or any person to whom he has delegated his authority in the matter concerned." This is what your local FAA office is for, they have this authority.

When your airplane is approved for night flight, they will amend your aircraft operating limitations to indicate it.

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### New Items For Sale

- Moni 6 Gallon Tank . . . . . \$100.
- Monerai Konig Power Pod . . . . . \$2450.
- Sonerai Prewelded Fuselages . . . . . 10% Off!
- S II L - \$3,100 Sale Price
- \$ 200 crating
- S II LT - \$3,800 Sale Price
- \$ 200 crating
- (Specify round or square tail.)
- Sonerai II Aileron Counterweight Retrofit Kit . . . . . \$50.
- Toy Sonerai Plans . . . . . \$10.

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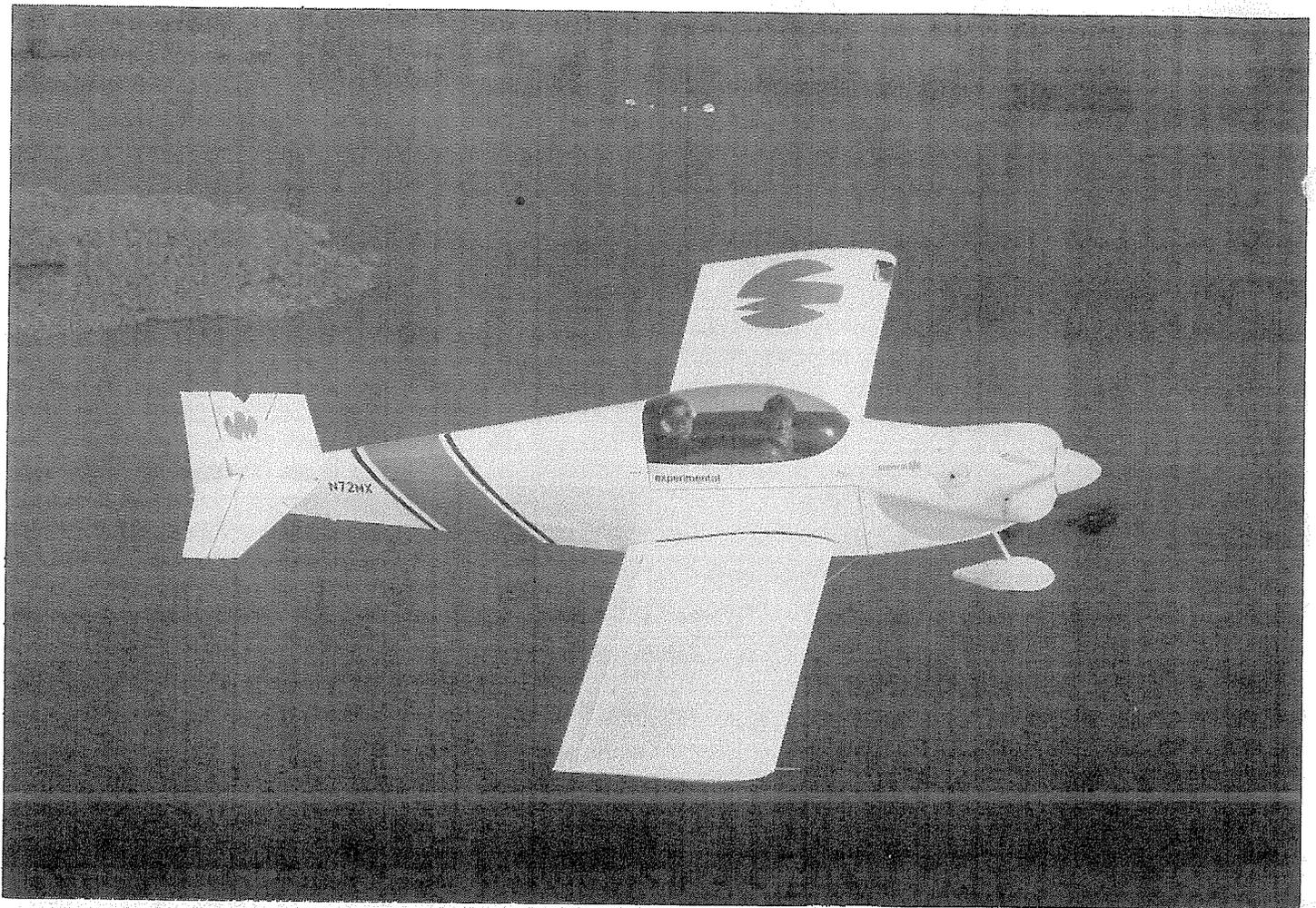
We survived the Fly-In with nary a mishap and low and behold on the Tuesday after John damaged the Stretched Sonerai!! Some of you may have heard about it so I thought I should explain what happened. Basically, he had a forced landing with it when the engine quit due to vapor lock. It was a very hot, humid, muggy day. They had just finished some maintenance on the airplane and started and stopped the engine several times. This caused excessive heat build-up in the cowling which we suspect led to an "airbubble" in the fuel system. The engine obviously digested it sufficiently enough to cause the engine to quit at 150 ft. - near the end of the runway. John made a 180 and landed a little hard on the grass fairway between the runways. Luckily, he was unhurt from the incident. The airplane should be repaired and flying by the time you read this. John wants to emphasize this was a fuel related problem, not the carb or the ignition system. Also he says he prefers gliding in the Moni or Monerai!!

One last item deserves mention. Besides the Stretched, we had another set of Sonerai plans premiere at Oshkosh. The little Wooden Sonerai Toy Kiddie Car plans were a big seller!

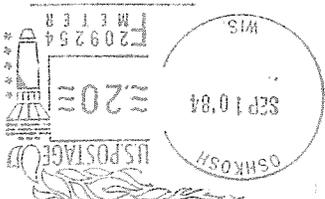


There is a long story attached to this offer but to make it short — eleven years ago, Daddy and his art students designed and built a Kiddie Car Sonerai for a Christmas present for Little John (now 13 and not little!). All three of our boys and their friends have enjoyed playing on it, opening the engine cowling, taking on and off the prop, climbing and flying it. We put it in the office when we moved for want of a better place since the boys have obviously outgrown it. Literally everyone who walks in the office makes some remark about the "toy" Sonerai and couldn't they build that one! So this year in July we pushed our busy draftsmen, Don and John L., to please draw up the plans for this version of Sonerai to add to our complete line of kits..... Now is your chance, Dads and Grandpas, to be the woodworker and come up with a truly unique Christmas gift!! Not far away - as my kids look for the Christmas catalog daily that their friend across the street received last week — and this is only August 27th and the first day of school here in Oshkosh..... Oh for those lazy, hazy, "flying" days of summer!

Betty Monnett



Monnett Experimental Aircraft has Completed Flight Tests on the New "Stretch" Sonerai II LTS Kit Aircraft.



monnett experimental aircraft, inc.  
p. o. box 2984  
oshkosh, wisconsin 54903

